GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA

UNSTARRED QUESTION NO:2768
ANSWERED ON:20.03.2002
MODERN DRIVERS TRAINING INSTITUTE
PUTTASWAMY GOWDA

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government have received proposals from State Governments particularly the State of Karnataka requesting for sanction and release of Central grant for providing infrastructure facilities at the Regional Training Institute and establishment of Modern Drivers Training Institute;

(b) if so, the details of such proposals received from State Governments during the last two years, year-wise and State-wise;

(c) whether the Government also propose to encourage establishment of recognised drivers` training institutes on the modern technology to make Indian roads accident free;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

Answer

MINISTER OF STATE FOR ROAD TRANSPORT AND HIGHWAYS (INDEPENDENT CHARGE) (MAJOR GENERAL (RETI KHANDURI, AVSM)

(a): Yes, Sir.

(b): The proposals for setting up a model drivers training institute from the State Governments received during the last two years are given below. State-wise and year-wise.

YEAR	STATES
2000	Assam
2001	Karnataka

(c)&(d):Central Government has formulated a scheme for setting up a Model Drivers` Training Institute as the Tenth Plan.The salient features of the scheme are annexed.

(e): Does not arise.

ANNEXURE

ANNEXURE REFFERED TO IN REPLY TO PART (c) AND (d) OF LOK SABHA UNSTARRED QUESTION NO.2768 FOR ANS ON 20TH MARCH, 2002 ASKED BY SHRI G. PUTTA SWAMY GOWDA REGARDING MODERN DRIVERS TRAINING INSTITUTE

GUIDELINES FOR PROPOSALS ON SETTING UP A TRAINING INSTITUTE ON DRIVING & RESEARCH

1. The proposal should contain categorical recommendation of the State Government if the proposal is from agencies other than State Government..

2. Land for the Institute would have to be provided by the State Government free from allencumbrances and the title of the land will vest in the State Government. In case of lease holding, same shall be on a perpetual lease of 99 years

3. The proposal should envisage self-sufficiency in meeting the recurring expenditure as this shall not be provided by the Central

Government. However, the initial grant may include a component for the consumable for the first year only

4. The grant of the Central Government shall be one time grant for the capital component of the proposal and the estimates on this account should be based on latest approved CPWD or State PWD Schedule of Rates. However, actual procurement should be made by following tenders procedure to obtain most competitive price quality products. The capital component of the proposal may include modern equipments such as simulators, computers and other modern aids. Under this head, provision for hostel facilities including fitting and furnishing can also be considered.

5. In case of NGO the proposal should invariably contain a project appraisal report/feasibility report by an independent reputed agency and comments of State Government, if any.

6. The project should be completed within the period of the approval from the Government of India and submission of U.C after six months of completion failing which a penalty as suitable may be imposed on the State Government, which may include even debarring the State Government from future grants.

7. The State Government/Grantee Organization shall submit half yearly performance report.

8. It shall be obligatory on the part of the Institute set up from the funds of Central Government to implement the schemes run by Central Government on drivers training on the terms and conditions set out by the Central Government.

9. Initially, the proposals shall be considered for the locations in/adjacent to the State Capital /Major towns and only one proposal from a State shall be considered.

II. WHO CAN SEND THE PROPOSAL:

1. State Government, and/or

2. Any other agencies such as NGO/Automobile Associations/Vehicle Manufacturers`Association/Autonomous Body/Private Vehicle Manufacturers authorized and recommended by the State Governments.

3. In case of the agencies other than State Government, they should be financially sound so as to be able to run the Institute.

III. CRITERIA OF THE ELIGIBILITY IN CASE OF AGENCIES OTHER THAN STATE GOVERNMENT

1. Must be registered with the appropriate legal authority.

2. Must be a clean record holder since inception.

3. Must be a public concern or NGO, etc.

4. Should have experience of 5 years in the field of Road Safety.